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Corporate Plan Output: Signals, signs and shelters	

The purpose of this report is to seek support for the proposed rationalisation of the Orbiter bus stops on Greers Road.

BACKGROUND

At the City Services meeting in May, the installation of a pair of bus stops on Greers Road for the Orbiter bus service was deferred, as a result of requests and concerns from the Fendalton/Waimairi Community Board and residents over the need for and safety of the Orbiter bus stops in Greers Road, and due to a request from the City Streets Unit for more time in the planning process. It had been the intention to revisit this situation as soon as possible.

Further investigations and planning have now been undertaken by Council staff.

ISSUES

The Orbiter, the cross suburban bus service between Northlands Mall and Princess Margaret Hospital, has been running since early July, and is proving to be a very successful and well patronised service. There have, however, been a number of requests and concerns raised from both the public and the Canterbury Regional Council that need to be addressed, over the distance people have to walk to The Orbiter bus stops in Greers Road.

The placement of bus stops along a route is important for reasons of access, efficiency and service identity. The present bus stop spacing is of major concern to staff of the Council, the Canterbury Regional Council and Leopard Coachlines Ltd. The spacing is having a detrimental impact on the effectiveness and efficiency of the service not only for local residents, but also the wider community. No other similar bus service in Christchurch has the limited access for bus users that is present in Greers Road.

There is a gap of over 700m between stops in the section of Greers Road between the Y.M.C.A. and the Harewood Substation. This compares with the desired average distances, according to best practice, of up to 400m on major trunk routes. This spacing has resulted from engineering difficulties and the deferment of installing a pair of stops due to the concerns of residents near the Grahams Road intersection. The catchment area served by this current situation is substantially less than what can be achieved through having an intermediate pair of stops.

The requests for improved bus stop spacing have come from people who live off Greers Road, both east and west, who require easier access to the Orbiter on this section of Greers Road. An important part of any service are the people who live on side roads, as they often contribute the majority of bus users.

PUBLIC RESPONSES TO THE CURRENT SITUATION

In addition to the above, the following outlines specific public dissatisfaction:

- 3 requests to improve the bus stop spacing along this section of Greers Road- two from Condell Avenue and one from Mooray Place.
- 14 additional signatures were collected from residents supporting the need for an additional stop in Greers Road. These were collected by the two persons from Condell Avenue referred to above.
- Anecdotal evidence from a Greers Road resident that ‘hail and ride’ has been operating along this section of Greers Road. This situation is of concern from a pedestrian and motorist safety point of view as it is inherently dangerous. This is indicative of a need for more bus stops along a route as the present bus stops are seen as too far away by these people.
- Additional information is currently being collected by the Canterbury Regional Council and Leopard Coachlines Limited, not to hand at the time of writing.

PROPOSAL

To rectify this situation, and to provide a more effective and efficient service for the public, the locations of the Orbiter bus stops should be revised along this section of Greers Road (see attached maps). This would involve a new pair of stops being installed near Kilburn Street/Ruddenklau Lane, and the existing pair outside and opposite the Harewood Substation moved to just south of Eastling Street and Ardmore Place. This would greatly increase the catchment area of the service and allow more people easier access.

By strictly adhering to the bus stop spacing guideline, another pair could be justified between Grahams Road and Bygrave Place. This is not being recommended due to the proposed rationalisation plan increasing the total catchment area and rendering the possible extra pair not necessary. Without this pair, the major group inconvenienced through reduced access is that in the section of Greers Road between Grahams Road and Condell Avenue, a length where residents are very opposed to any bus stops in ‘their’ area.

The proposed stops have been positioned so as to provide the best location for all parties: bus users, potential bus users, motorists and residents. The stops are positioned so as to minimise the loss of parking and to have the least effect on residents. Consideration has also been given to possible future stop improvements such as seat and shelter installation. The proposed sites both offer favourable infrastructure potential.

Both sites have been deemed to be safe and suitable locations by the Area Traffic Engineer. The Canterbury Regional Council supports the proposed changes.

CONSULTATION PROCESS

The planning process identified a list of suitable locations for each of the stops. Property owners and residents were consulted by way of door knocking and a letter being left asking for agreement to a bus stop to be installed outside. Some further consultation and dialogue took place by way of on-site discussions, letters and phone calls.

CONSULTATION RESULTS

The general feeling from residents consulted was one of opposition to having a bus stop outside their property. From the list of suitable locations, two were selected. This was achieved by taking into account findings from the consultation and for reasons outlined in the Proposal section.

Of the properties adjoining a proposed new bus stop, the following results were received:

Stop a

362 Greers Road: Approval not given (this property is adjoining the stop in part only).

Stop b

388 Greers Road, 388a Greers Road (Transpower Substation and on site homes): No response received from 388 and 388a Greers Road to the consultation letter (approval gained from Transpower to locate the current bus stop outside the Harewood Substation. As this is a relocation along its frontage, the residential properties on site were consulted this time.)

Recommendation: That the Shirley/Papanui Community Board recommend to the City Services Committee:

1. That a bus stop is located on the eastern side of Greers Road commencing at a point 34 metres from its intersection with Kilburn Street and extending in a northerly direction for a distance of 11.5 metres (362 Greers Road).
2. That a bus stop be installed on the eastern side of Greers Road commencing at a point 35 metres from its intersection with Ardmore Place and extending in a southerly direction for a distance of 17 metres (388 Greers Road).

Chairperson's

Recommendation: That the officer's recommendation be adopted.